

Major Moves Help Desk

Office of Governor Mitch Daniels

The Indiana Toll Road: The Financial Facts

The Toll Road has had a negative cash flow for the past three years.

2003: (\$40,770,832)

2004: (\$16,819,493)

2005: (\$16,160,187)

Statements of Cash Flows, Indiana Toll Road Annual Report, page 12-13 prepared by Crowe-Chizek

The Toll Road is not a money maker for the State or the Toll Road Counties.

In 1954, Indiana issued \$280 million in bonds to build the Indiana Toll Road. The State still owes approximately \$200 million on those bonds. The Indiana Toll Road has balanced its budget in recent years by delaying major upgrades and implementation of electronic tolling.

The Toll Road does not generate a stable stream of revenue for the State of Indiana or the Toll Road Counties.

In 52 years, the Indiana Toll Road has only produced \$47 million in local grants. In 1998, the Toll Road stopped offering local road grants due to lack of funding.

Where have local grant dollars gone?

St. Joseph County –	53%
Lake County –	18%
Porter County –	18%
Elkhart County –	4%
LaPorte County –	4%
LaGrange County –	2%
Steuben County –	1%

Statewide Mobility Partners will invest hundreds of millions of dollars to add lanes to the Toll Road – projects the State has delayed for years due to lack of funds.

Addition of third lane in both directions from mile 18.5 to 20.3 must be complete by 12/31/2007.

Addition of third lane in both directions from mile 14.0 to 15.5 must be completed by 12/31/2008.

Addition of third lane and elevation of Toll Road lowered from mile 10.6 to 14.0 to accommodate Gary/Chicago Airport by 12/31/2010.

Installation of electronic tolling by 6/30/2008.

In Case You Missed It...

FORT WAYNE NEWS SENTINEL
FEBRUARY 14, 2006

A GUEST COLUMN BY PHILIP LAUX

Hoosiers need to make Major Moves this year

The Indiana House of Representatives took the first step toward greater economic prosperity for Indiana by passing House Bill 1008, Gov. Mitch Daniels' "Major Moves" 10-year transportation plan. This is a bold and innovative plan that will complete over 200 unfunded, critical road projects that have been promised for years by eliminating the \$2.8 billion deficit in transportation funding that was created by years of business-as-usual government. Projects critical to economic development, such as our own Fort to Port U.S. 24 project, the widening of U.S. 31 from South Bend to Indianapolis, the extension of Interstate 69 from Indianapolis to Evansville and the completion of the Hoosier Heartland Corridor between Fort Wayne and Lafayette will, after years of delay, finally become reality. Never before have I

seen a single piece of legislation that would accomplish so much.

Courageous members of the Indiana House of Representatives who passed this significant legislation deserve our thanks. Since Rep. Randy Borror introduced HB 1008, he and other supporters have received nonstop, unfair criticism from opponents using misleading and inflammatory rhetoric. Opponents argue that the business-as-usual approach can fill the transportation deficit that it helped create. Business as usual has not and will not make Indiana an economic leader in the Midwest.

The most common and most puzzling rhetoric in opposition to Major Moves is the contention that we are "selling" our road to "foreigners." First, the state is not selling anything. The concessionaire agreement between the state of Indiana and Statewide Mobility Partners, the consortium that placed the bid of \$3.85 billion, leases the Indiana Toll Road for 75 years and has numerous provisions that allow the state to retake control of the road.

Second, since when has the concept of foreign investment been a bad thing? Indiana has over 900 foreign-owned companies being operated statewide. Toyota and Subaru have located two large assembly plants in Indiana, employing thousands of Hoosiers. Should we tell them to take their "foreign money" elsewhere? I recall hearing the universal praise received by Gov. Daniels when he led a group of state legislators and local officials, including the chief critic of Major Moves, Rep. Pat Bauer, to Japan and Taiwan this summer to try to bring foreign investment to Indiana. As this legislation moves through the Senate and then back to the House of Representatives, please call or write your elected officials and encourage them not to play politics with Major Moves, because its passage is truly critical to Indiana's economic future. As Gov. Daniels said, "Business as usual will not get us to greatness."

Philip Laux is president and CEO of the Greater Fort Wayne Chamber of Commerce.

Did you Know?

Each \$1 in spending on highway expansion in Major Moves would result in \$4.60 in benefits to individuals & businesses.

Source:
Cambridge Systematics and
Bernardin-Lochmueller &
Assoc.

Recently Asked Question

Mitchell Pugh of Munster writes in the Times of Northwest Indiana, "*What if a town builds up so much it needs entrance and exit ramps?*"

The private operator will want to encourage people to use the Indiana Toll Road. If adding a new interchange will increase use, the operator will submit a request to build the ramp to the State. If approved, the operator will build the interchange at its expense.

If the interchange will not increase use of the road, but is still needed, the State can request the interchange and pay for its construction.

If the State can show the interchange increased use of the Toll Road, the State can bill the private operator and recoup construction costs.